

PART II

CIRCULATION ELEMENT

OF THE

GENERAL PLAN

CITY OF EL PASO DE ROBLES, CALIFORNIA

Adopted

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## PART II

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## CIRCULATION PLAN

### General Objectives

1. The provision of a street system which will adequately serve homes, business, industry, recreation and agriculture as they develop according to the Land Use Element of the General Plan, is a major objective of the Circulation Element.
2. A functional street system should be provided which will improve traffic circulation, reduce accidents, and allow for the inevitable increase in volumes of traffic.
3. A practical program should be adopted for the development of a network of arterial and collector streets to serve the El Paso de Robles Planning Area, with due consideration for the existing street system of the City and the existing and proposed Circulation Plan of San Luis Obispo County and the State of California.
4. The overall street pattern must have a functional relationship to existing and proposed Land Use.
5. Street widths should reflect anticipated traffic volumes and traffic should be concentrated on as few streets as possible.
6. Traffic should be routed around, rather than through, residential areas and easy access should be made available to employment centers.
7. In the undeveloped areas westerly and easterly of the City, a local system of curved streets with off-set intersections should be considered preferable to the existing grid system in the older sections of the City.
8. The El Paso de Robles Planning Area should be serviced by six types of streets and highways: The Freeway, other State Highways,



County Roads and City streets, including arterials, collectors and local streets.

9. A Freeway traverses the El Paso de Robles Planning Area. U.S. Highway 101 bisects the area in a north-south direction. State Highway #46 is a major traffic carrying facility in the Planning Area connecting to Highway 101 in the southerly end of the Planning Area from the west and going in the easterly direction from Twenty Fourth Street in the central portion of the Planning Area.

10. County roads of adequate width and alignment should be provided to serve the various areas outside of the City. City streets in the majority of cases have a right-of-way width of eighty (80) feet and except for major streets are more than adequate as far as right-of-way.

11. In general, arterial streets should form a "ring" around neighborhoods and areas which generate large volumes of traffic. Collector streets are primarily used in residential commercial and industrial areas. These streets draw traffic from local streets and fed it to arterial streets. Local streets serve residential areas and provide access to abutting property as their primary function.

12. The rail facilities of the Southern Pacific Railroad serve an important transportation function in the El Paso de Robles Area. The City should seek cooperation of the Railroad in beautification of the railroad right-of-way through the area.

13. The Paso Robles Airport is a facility which accommodates scheduled airlines, general air craft and recreation air craft. The facility is located north-easterly of the Planning Area. It is anticipated that business and recreationists will use air transporta-

tion on an ever-increasing basis in the future.

14. A practical program should be adopted for the development of a safe pedestrian circulation system to serve the City. Particularly important is the provision of sidewalks or paths for children walking to school, recreation areas and other public or quasi-public facilities.

15. It should be the City's policy to foster and encourage the use of bicycles by developing a safe bicycle circulation system. Here again it is of utmost importance to provide protected bicycle paths or restricted portions of streets from residential neighborhoods to schools and recreation areas.

16. Trails should also be provided along and in the Salinas River Proposed Recreational and Wilderness Park bypassing wildlife habitat and fragile plant life areas.



## Principles and Standards

General objectives indicate that the City, in cooperation with the various other interested agencies, should provide a street system which will adequately serve homes, business, industry, recreation and agriculture as they develop.

The Land Use Element of the General Plan has a policy statement which proposes location for the various uses throughout the Planning Area. The Circulation Element provides a plan of streets and highways, rail and air transportation facilities which are designed to serve those land uses in the most efficient manner. The City should work closely with the State and County Agencies and private developers to insure the development of the Circulation System which will be both safe and efficient.

A functional street system should be designed which will improve traffic circulation, reduce accidents and allow for an inevitable increase in the volume of traffic.

As stated previously the Street system should be based on a series of arterial street "rings" which carry traffic around rather than through, residential neighborhoods, commercial districts, and industrial areas. Good sight distance and a limited number of intersection conflict points along with the separation of pedestrian walkways, bicycle paths and vehicles will help reduce accidents. It is anticipated that traffic will increase at an average of about 5% each year over the next 25-year period. The width of most streets within the present City Limits are of adequate right-of-way width; however, there are many roads and streets in the unincorporated area which will have to be increased in order to handle the anticipated traffic volume.



An objective of the Circulation Plan indicates that a practical program should be adopted for the development of a network of arterial and collector streets to serve the El Paso de Robles Planning Area, with due consideration for the existing and proposed circulation systems.

This program should include a list setting out the priority of development of City streets and a capital improvement program indicating the sources of funds and the time in which they may become available. The adoption of a Plan Line Ordinance is an effective way of protecting needed rights-of-way for future streets and street widening.

The overall street pattern should have a functional relationship to land use. In general, the street system should be designed to provide easy access between residential neighborhood, commercial shopping areas, and recreation areas. The width and alignment of the streets should be directly dependant upon the land use which the streets serve.

Street width should reflect anticipated traffic volumes.

The following table shows the normal range of traffic capacity on arterial streets in terms of average daily traffic.

CAPACITY OF TWO-WAY STREETS IN TERMS OF ADT

<u>Number of Traffic Lanes</u>	<u>Without Parking Lanes</u>	<u>Plus 2 Parking Lanes</u>
2	3,000 - 6,000	3,000 - 6,000
4	6,000 - 13,000	6,000 - 11,000
6	9,000 - 20,000	9,000 - 16,000

Through traffic should be routed around residential neighborhoods on a series of arterial street "rings" which are fed from the interior of the neighborhood by local and collector streets. This policy reflects the objective of concentrating traffic on as few streets as possible and routing around rather than through residential areas.

Recreation, commercial and industrial areas require circulation patterns which permit ease of movement and ready access to major transportation arteries. A system of collector streets should be located throughout all areas and should be the primary means of access to the various uses. As indicated in the objectives, a local street system of curved streets with off-set intersections should be considered preferable to a grid system. This type of street helps to prevent through traffic and adds character to the neighborhood.

The City is serviced by six types of streets and highways and County roads.

The County roads, of adequate width, both right-of-way and alignment, should be provided to serve the various areas outside of the City and to feed traffic in and out of the City. The County roads should be designed as a medium speed facility whose primary function is to carry traffic to different portions of the County except where they serve as local residential streets. These roads should be designed with two lanes for moving traffic and shoulders of sufficient width to allow parking for emergencies. The sides of these roads should be landscaped wherever natural vegetation does not occur.

Major streets (arterials), in general should be routed around neighborhoods and areas which generate large volumes of traffic.



Major streets or arterials, as the name implies, and comprise the principal network for the flow of traffic. They are the important streets which connect the main areas of traffic generation. They also provide for distribution of traffic to and from less important areas.

Major streets are the most important of all streets in the Planning Area. They should be designed with four lanes of traffic. Parking lanes, which should be provided, may be converted to travelled ways if traffic warrants.

Collector streets are of less importance but still carry through traffic. They are primarily used in residential, commercial and industrial areas to draw traffic from local streets and feed it to the arterial streets. They should be designed as wide, two-lane streets and protected from cross traffic. The function of the collector street is to transfer traffic from local streets to arterials and local traffic generators such as schools, employment and shopping areas. The design of a collector street should not include cross-intersections; and "T" intersections are preferred and good sight distance at intersections is necessary. Collector streets should not form a continuous system; otherwise there would be a tendency to use the collector as an arterial and thus violate one of the goals of the plan - to keep through traffic out of residential areas.

Local streets are used to provide access to abutting property, location for easements, open space for light and air, and fire breaks between buildings and to provide access to abutting property. Carrying traffic is a secondary function of local streets and they should be designed to discourage through traffic. School buses and heavy trucks should be excluded from these streets. Although the plan does not

indicate local streets by a specific legend, it should be noted that they are an important element in the community design. They provide a permanent framework for building, landscaping and open space. No local street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation.

Scenic roads - All of the above listed streets have a strictly utilitarian function. The scenic roads have additional qualities, as their name implies. They are designed to increase the enjoyment of, and opportunities for, recreation and cultural pursuits, and tourism by providing for pleasurable scenic drives and scenic routes to and through all major recreation and scenic areas throughout the Cities and County.

Scenic roads of El Paso de Robles should be integrated into the County-wide Scenic Routes System and also should be included in the "Scenic Highway Element of the General Plan". Such routes are classified as follows:

1. Scenic Freeways.

Freeways with two to four moving lanes in each direction separated by a median strip. Access of control in vehicular and rail crossings are separated.

2. Scenic Highways.

Scenic Highways are generally two-lane roads with one moving lane in each direction. They are designated State Routes generally providing the most direct routes between urban areas or communities.



3. Scenic Rural Routes.

Scenic Rural Routes are the major rural roads providing (1) access between State Routes, or (2) Scenic Routes to and through major recreational or scenic areas in the County and its Cities.

4. Bicycle and hiking trails are protected paths, routes or portions of streets for the specific and exclusive use for riding and pedestrian use.

## EXISTING STREET SYSTEM

Following is a brief description of the major streets in the El Paso de Robles Planning Area - given in accordance with the classification and characteristics established in the General Objectives, Principals and Standards.

### 1. Freeways.

Freeway 101 intersects the Planning Area and is connected by interchanges at the northerly end of the Planning Area; at Twenty Fourth Street, and at Highway 46 at the southerly end of the Planning Area, as well as the North Templeton interchange. Such convenient connections to the Freeway from the business district and local street system is an encouraging factor for tourists and travellers interested in stopping in El Paso de Robles, as well as for the people living within the Planning Area in gaining access to the business district.

The Freeway is designed to carry four lanes of moving traffic with a wide median strip reserved for landscaping. It should be well landscaped to prevent dust, noise and glare.

State Highway 46 intersects the Freeway U.S. 101 at the southerly end of the Planning Area and again at the northerly portion of the City at Twenty Fourth Street. In the latter area Highway 46 travels in an easterly direction connecting with San Joaquin Valley cities.

### 2. Arterials (Majors)

As the name implies, arterials comprise the principle network for traffic flow. They are the most important streets that connect the main areas of traffic generation, they provide distribution of traffic to and from lesser traffic generators.



Frequently there are serious conflicts between the land service and traffic-service functions of arterial streets. If the land adjacent to the arterial street is intensively used, the conflict is serious and the accident potential is usually high. The traffic function of arterials, that of moving vehicles, particularly on longer trips between more distant points, is the most important function. Land access is its secondary function. For this reason, driveways and intersections should be kept at a minimum. Rear and side access to property abutting an arterial should be encouraged.

There are several arterial streets in the approved Select System within the El Paso de Robles Planning Area. They are as follows:

1. Spring Street from the intersection with the Freeway on the north to the intersection with the Freeway on the south.
2. Thirteenth Street and Creston Road.
3. Paso Robles Boulevard from the intersection of North River Road to State Highway 46.
4. Nacimiento Drive for the entire length.
5. North River Road.
6. Estrella Road in the northeasterly portion of the Planning Area.
7. San Marcos Road in the northwesterly portion of the Planning Area.
8. Riverside Avenue running from the southerly City Limits to Twenty Fourth Street.
9. Mountain Spring Road for the entire length.
10. Twenty Fourth Street for its entire length.

Nacimiento Lake Drive, Mountain Spring Road and Creston Road are FAS facilities. These routes receive Federal Aid under Federal Aid Secondary Programs.

Arterial streets are the most important of all streets in the urban area circulation system; they should be designed with four lanes of traffic and parking lanes within the City.

When an arterial street becomes a County Road outside the City Limits, such as Creston Road, it should be designed as a medium speed facility, with two lanes for moving traffic and shoulders to allow emergency parking.

### 3. Collectors.

Collector streets are of secondary importance but still carry through traffic. They are designed as wide, two-lane streets and should be protected from cross traffic as much as possible. These streets have the prime purpose of collecting traffic. Their function is to transfer traffic from minor streets to arterials and to local traffic generators, such as schools, employment and shopping areas. The design of secondary streets should reflect this emphasis on carrying traffic. Minor streets, wherever possible, should not cross arterial streets or collectors, but if it should happen they should be provided with stop signs. "T" intersections are preferred and good sight distance at each intersection is necessary. In new developments, collector streets should avoid forming a continuous system; otherwise there will be a tendency to use the collector as an arterial and thus violate one of the goals of the plan - to keep through traffic out of residential areas.



Streets shown as existing collectors on the Select System in the El Paso de Robles Planning Area are as follows:

<u>Street Name</u>	<u>Location</u>
Vine Street	From the northerly to the southerly City Limits.
Pine Street	Running from southerly City Limits to Twenty First Street.
First Street	From Vine to Spring Streets.
Paso Robles Street	Running from Fourth Street to Sixteenth Street approximately.
Park Street	Between Twenty First and Twenty Fourth.
Fourth Street	Vine Street to Spring Street.
Pacific Avenue & Sixth Street	For entire length.
Tenth Street	Vine Street to Riverside Avenue.
Fresno Street & Twelfth Street	Between West City Limits and Vine Street.
Fifteenth Street	Between Filbert and Spring Street.
Sixteenth Street	Spring Street to Riverside Drive.
Seventeenth Street	Between Filbert and Spring Street.
Filbert	Between Fifteenth and Seventeenth.
Twenty First Street	Between Olive and Riverside Avenue.
Thirty Second & Thirty Sixth Street	Vine Street to Spring Street.
Bethel Road	South of Highway 46.
El Pomar Drive	For its entire length.
South River Road	Between Creston Road and intersection of southerly portion of Creston Road.
Charolais Road	For entire length.
Niblick Road	For its entire length.

South River Road	From Creston Road south.
Bolen Drive	For its entire length.
Golden Hill Road	For its entire length.
Bethel Road	For its entire length.
Buena Vista Drive	For its entire length
Airport Road	For its entire lenth.
Tower Road	For its entire length.
Union Road	For its entire length.
Wellsona Raod	For its entire length.
Jardine Road	For its entire length.

All of the above named collector streets should have a minimum standard of two traffic lanes, plus two parallel curb or road-side parking lanes, allowing for an average daily traffic of 3,000-6,000 vehicles. In general, it should be noted that the majority of the streets in El Paso de Robles have eighty (80) foot right-of-way widths and fifty (50) foot wide pavements; thereby having much higher standards than most existing cities or those required for cities of a similar size.

#### 4. Minor Streets

As stated above, in the objectives, minor streets serve subdivided areas and provide access to abutting properties as their primary function. In addition, minor streets are used to provide access for locations of easements such as: Open space for light and air and a fire break between buildings. Carrying traffic is a secondary function and streets should be designed to discourage through traffic. School busses and trucks should be excluded from minor streets.

Although the plan does not especially accent minor streets, it should be noted that they are an important framework in community design. They provide a permanent framework for buildings and landscaping. No minor street should be approved without first analyzing its function and evaluating its compatibility with the entire system of traffic circulation.

Instead of the traditional grid pattern of local street systems it is suggested that an innovative and more rational, functional and attractive design be used as recommended in modern planning concepts.

New developments should take advantage of innovative methods in future designs by proposing their use in new subdivisions for residential communities and neighborhoods.

Most existing street pavements within the City are in good condition as related to their physical aspects and required capital improvements. Most of them have paved sidewalks and curbs with exception of the more hilly areas to the west and of course in the unincorporated areas.

It should be noted that appropriate street landscaping can contribute considerably to the aesthetics of streets as well as to the beautification of a neighborhood and the entire community. Properly chosen species of trees, not requiring heavy maintenance and watering should be recommended for planting along parkways. This undertaking should be organized and encouraged by the local administration aided by citizen's initiative. The Chamber of Commerce Beautification Committee for this purpose could continue and expand its activities



as an auxiliary function of the Planning Commission, to make El Paso de Robles an even nicer place to live, enhanced by trees, grass and flowers.

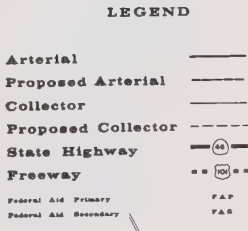
5. Select System Streets.

In California, the City Circulation Systems, most arterial, and some important collector streets, are entitled to receive the so-called Select System funds as authorized by the Collier-Unruh Local Transportation Development Act of 1963.

The Select System of streets designated by the City of El Paso de Robles and the County of San Luis Obispo which are subject to benefit from the above described Act are indicated on the map shown on page 17.

The Select System of a city should be coordinated with the County, State and Federal Road Systems. Often some of the arterials should be continuations of the above mentioned systems or integrated with them.

State Highway 46 which connects to Freeway U.S. 101 on the southerly end of the City should cross the Freeway and the Salinas River and intersect with the existing State Highway 46 at the northerly portion of the Planning Area. This State Highway presently intersects with 101 to the south and uses a combined route with the Freeway north as far as Twenty Fourth Street, then proceeds easterly to the San Joaquin Valley cities.



CITY COUNCIL                      CITY PLANNING COMMISSION







## EXISTING STREET CONDITIONS

### Physical Conditions.

The physical measurements of the right-of-way and pavement width and condition of pavement of every street in the El Paso de Robles Planning Area were surveyed December of 1973.

All data collected is shown on the map (page 19) entitled "Street Conditions". Analysis of this data indicates that no particular problems are encountered within the City with the possible exception of the steeper hillside development in the westerly portion. More than 90% of all streets within the City were rated in good condition and the remaining, less than 10% were rated in fair or poor condition.

The condition of streets outside of the City area were rated somewhat lower because of type, condition and width of pavement, if pavement exists.

Sufficient pavement width and right-of-way width exists in most areas of the City. Most of the streets have curbs and gutters; although there are a considerable number of streets, particularly in the westerly area, where there are no improved sidewalks.

Most of the existing arterial and collector streets are rated in good condition in so far as pavement width and surface conditions are concerned. As stated previously, most of the streets have an 80 foot right-of-way and in many cases should be considered as excessively wide - especially those rated as minor streets.

### Traffic Flow.

In order to establish sufficient criteria for judgement of a sensible street classification, it was necessary and practical to have



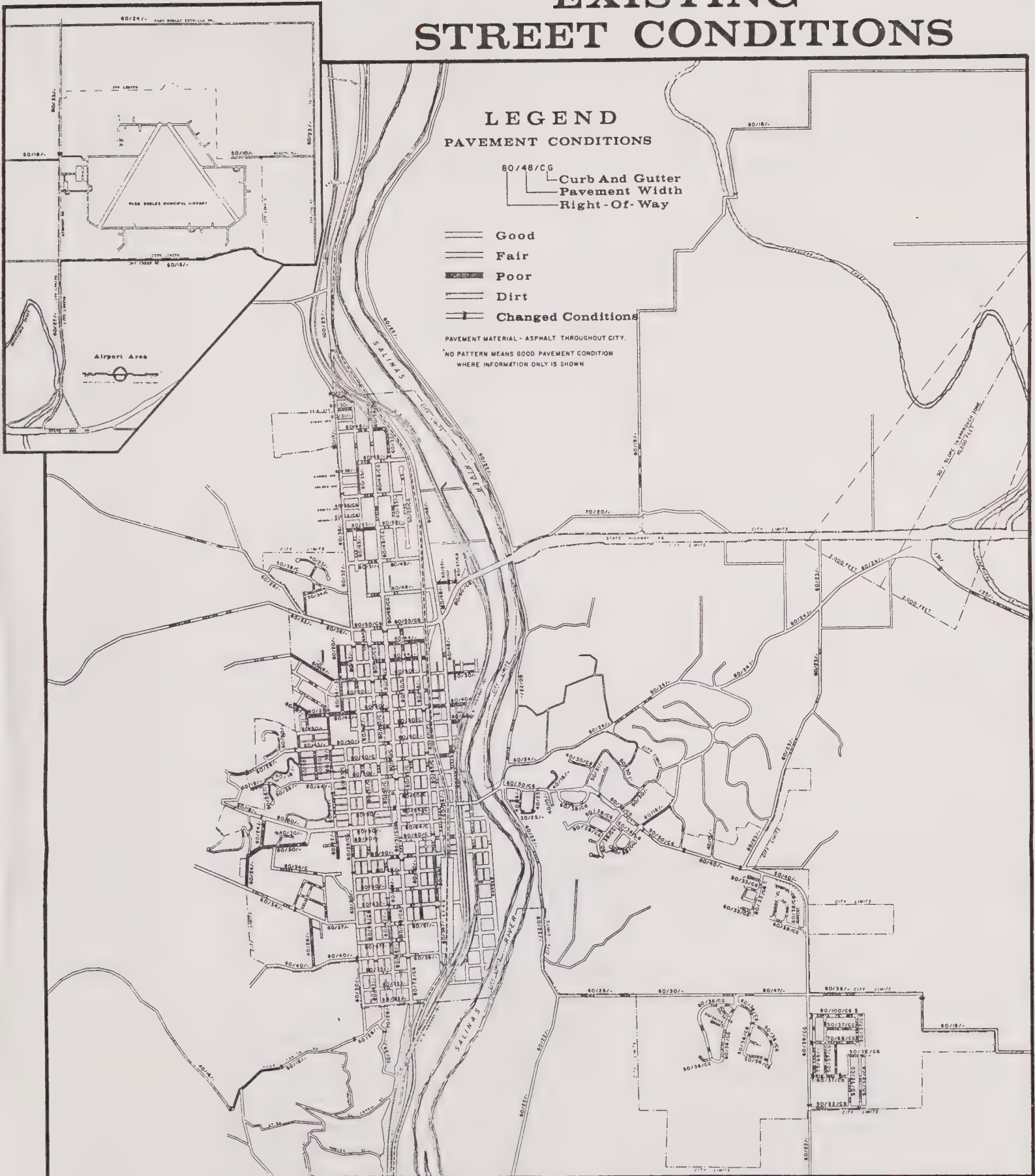
# EXISTING STREET CONDITIONS

## LEGEND PAVEMENT CONDITIONS

80/48/CG  
Curb And Gutter  
Pavement Width  
Right-Of-Way

Good  
Fair  
Poor  
Dirt  
Changed Conditions

PAVEMENT MATERIAL - ASPHALT THROUGHOUT CITY.  
NO PATTERN MEANS GOOD PAVEMENT CONDITION  
WHERE INFORMATION ONLY IS SHOWN



# CITY OF EL PASO DE ROBLES











comparative traffic flow figures for the streets within the Planning Area. In December of 1973, vehicular traffic was counted on many of the important streets within the El Paso de Robles Planning Area. This combined with the annual counts that have been taken by the City is the base upon which an average daily traffic flow map was drafted and is shown on the map following this section on traffic.

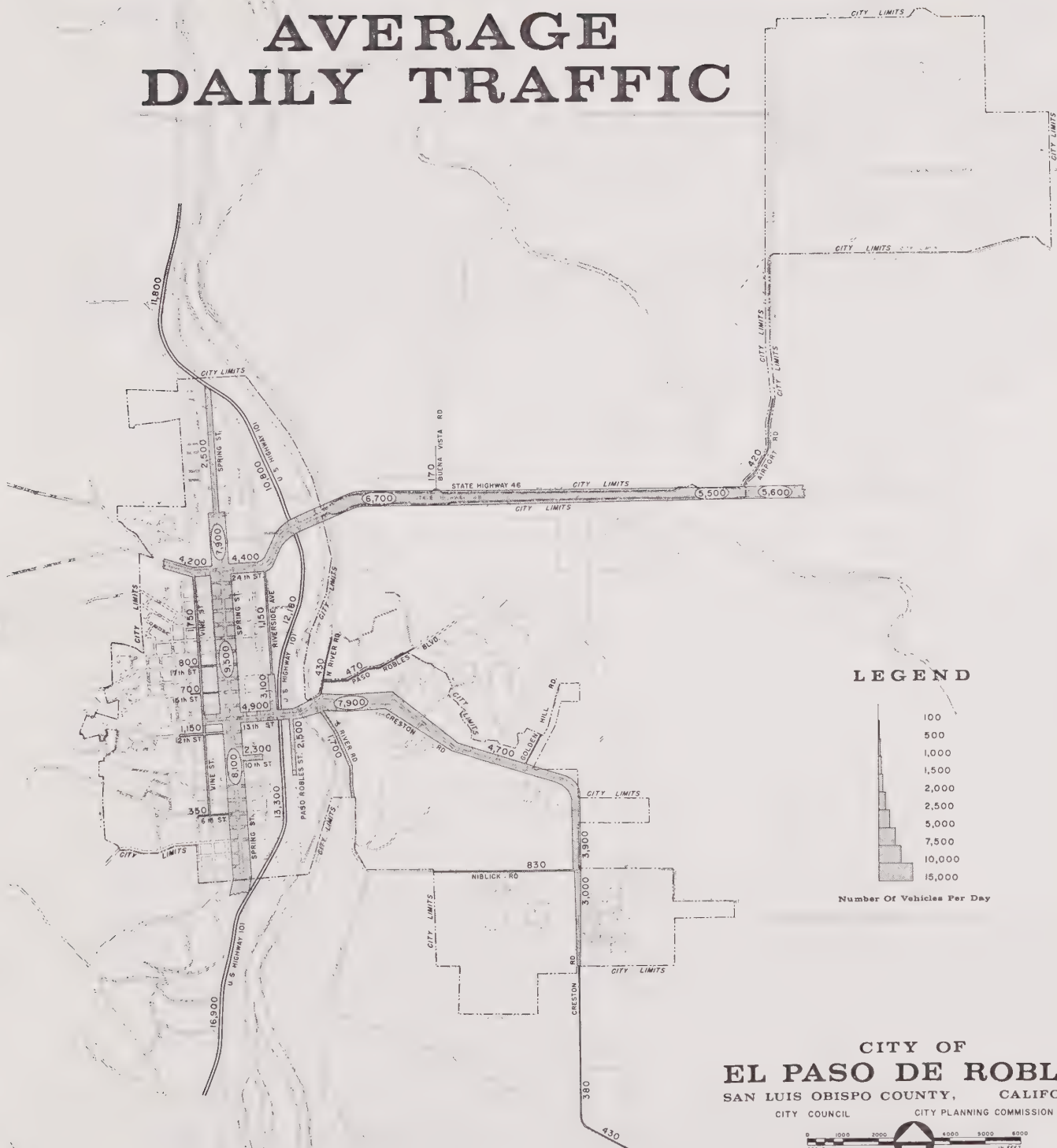
The higher volumes of traffic were recorded in the central portion of the City (see page 21). As could be expected, Spring Street recorded over 7,500 vehicles per day; over 5,000 per day were recorded on Thirteenth Street easterly of Spring Street and on Twenty Fourth Street easterly of Spring Street. Creston Road indicated a traffic flow of nearly 6,000 vehicles per day with the short portion crossing the railroad tracks and the River indicating over 8,000 vehicles daily. Twelfth Street indicated a traffic flow of over 4,000 vehicles daily and Riverside Avenue has an average daily traffic flow of over 3,000 vehicles.

Significantly less traffic volumes are recorded in the rest of the area and it is not expected that it will be dramatically intensified or increased in the foreseeable future.

If the actual carrying capacity of the major roads in the City do not create any traffic problem, the future plan should take into account an average increase in traffic volume of a minimum of five (5) percent per year. This seemingly small increase per year denotes a substantial amount of compounding through the future decades. For example: An increase of five (5%) percent per year gives a sixty-three (63%) percent increase over the first decade, and an increase of 166% over the second decade. Starting only one (1%) percent higher,



# AVERAGE DAILY TRAFFIC







or 6% of the year increases results to an 80% increase for the first decade and a 220% increase at the end of the second decade. This means that the assumed average increase in traffic of 5-6% will nearly triple the existing average traffic volume of most of the streets in the El Paso de Robles Planning Area in the next twenty-year period. But even this increase should not be critical for streets of the City except perhaps, Spring Street, Twenty Fourth Street, Thirteenth Street and Creston Road. These streets will probably be overloaded during peak hours if their design remains unchanged at that time.

#### Automobile Accidents

The frequency and location of accidents occurring during a certain period of time is a very important factor in making a judgment about the efficiency and safety of the circulation system within a Planning Area. It illustrates the extent and gravity of trouble spots which should be taken into account when developing a Circulation Plan. If no other remedy is found in correcting the design of the circulation system to reduce the seriousness of such trouble spots, a system of traffic controls should be provided in order to assure again a reduction of the number of accidents in such areas.

The records show that 175 accidents occurred during the fiscal year 1972 and 139 accidents occurred during the first nine months of 1973. The following tables (pages 23 to 27) indicate the number and location of automobile accidents which occurred during 1972 and the major portion of 1973. The accident location map is shown on page 28.

# No Injury Accidents

<u>Location</u>	<u>1-72 to 12-31-72</u>	<u>1-73 to 10-30-73</u>
Airport Road.....	1	
Bank of America Parking Lot.....	1	
Capitol Hill & Forrington Lane.....	1	
Capitol Hill & Creston Road.....	1	
Chestnut & 18th.....	1	
Chestnut & 15th.....	1	
Chestnut & 13th.....	1	
Creston & Golden Hill Road.....	1	
Creston & Trigo Lane .....	1	
Creston & Elm.....	1	
Creston & Walnut.....	1	
Creston & Shannon Hill Drive.....	1	
Creston & Tanner Drive.....	1	
Creston & Ferro Lane.....	1	
Fairground Parking.....	2	
Ferro Lane.....	1	
Filbert & 15th.....	1	
Filbart & 17th.....	1	
Gregory & Hortense.....	1	
Highland Park Drive & 17th.....	1	
Hillcrest Drive & 15th.....	1	
Highway 46 E.....	1	
Highway 46 Shoulder.....	1	1
Highway 46 & 101 Off Ramp.....	1	
Highway 46 & 101 Shoulder.....	1	
Highway 46E & Golden Hill.....	2	
Highway 46 & Paso Robles Blvd.....	1	
Highway 101 & Highway 46 .....	2	
Highway 101 Off Ramp & 24th.....	1	
Hospital Access & 15th.....	1	
Niblick Road.....	1	
Oak Street - middle of block.....	1	
Oak & 6th.....	1	
Oak & 7th.....	1	
Oak & 8th.....	1	
Oak & 9th.....	1	
Oak & 15th.....	3	
Oak & 16th.....	3	
Oak & 17th.....	2	
Oak & 19th.....	1	
Olive - 800 block.....	1	
Olive & 12th.....	1	
Clive & 14th.....	1	
Pacific Avenue & Merry Hill Road.....	1	
Pacific & Maple.....	1	
Park.....	2	

# No Injury Accidents (continued)

<u>Location</u>	<u>1-72 to 12-31-72</u>	<u>1-73 to 10-30-73</u>
Park - 400 Block.....	1	
Park & 11th.....	1	
Park & 12th.....	1	
Park & 13th.....		2
Park & 14th.....	1	
Park & 15th.....		2
Park & 16th.....		1
Park & 17th.....		1
Park & 21st.....	2	1
Park & 24th.....	1	
Park & 30th.....	1	1
Paso Robles & Almond.....		1
Paso Robles Blvd.....	1	1
Paso Robles & Pine.....		1
Paso Robles & 10th.....		1
Paso Robles & 13th.....	3	
Paso Robles & 16th.....		1
Pine.....	2	3
Pine - 1100 Block.....	1	
Pine - 3200 Block.....		1
Pine & 10th.....	1	
Pine & 12th.....	2	
Pine & 13th.....	2	1
Pine & 14th.....	1	
Pine & 15th.....	1	
Pine & 16th.....	1	
Pine & 30th.....		1
Pine & 32nd.....	1	1
Railroad Avenue.....	1	
Riverside.....	1	2
Riverside & 13th.....	5	4
Riverside & 16th.....	3	
Riverside & 21st.....	1	
Riverside & 23rd.....	1	
Riverside & 24th.....	2	1
Shannon Hill Drive.....	1	
South River Road & 13th.....		1
Spring.....	8	2
Spring & Private Parking Lot.....	1	
Spring - 500 Block.....	1	
Spring - 900 Block.....	1	1
Spring - 1400 Block.....		1
Spring - 2300 Block.....	1	
Spring - 2400 Block.....	2	
Spring & 1st.....		1
Spring & 6th.....	2	
Spring & 7th.....	2	

No Injury Accidents (continued)

<u>Location</u>	<u>1-72 to 12-31-72</u>	<u>1-72 to 10-30-73</u>
Spring & 9th.....	2	
Spring & 10th.....	2	
Spring & 12th.....	1	4
Spring & 13th.....	5	4
Spring & 14th.....	2	1
Spring & 15th.....	1	1
Spring & 16th.....		1
Spring & 17th.....	1	
Spring & 19th.....	1	
Spring & 21st.....	1	1
Spring & 24th.....	5	
Spring & 26th.....	1	
Spring & 28th.....		2
Spring & 30th.....	1	
Spring & 34th.....		1
Unnamed Access & 34th.....	1	
Vine.....	2	
Vine & 4th.....	1	
Vine & 8th.....	1	
Vine & 9th.....	1	2
Vine & 10th.....	1	
Vine & 11th.....		1
Vine & 12th.....	3	
Vine & 15th.....	1	
Vine & 17th.....		1
Vine & 19th.....	1	
Vine & 20th.....	1	
Vine & 21st.....	1	
Vine & 24th.....	2	
Third Street.....	1	
Sixth Street.....		2
Ninth Street.....	1	1
Seventh Street.....		1
Tenth Street.....	5	3
Tenth & S.P. Railroad.....	1	
Eleventh Street.....	2	2
Twelfth Street.....	3	3
Thirteenth Street.....	4	1
Fourteenth Street.....	2	2
Fifteenth Street.....	1	1
Eighteenth Street.....		1
Eighteenth & Locust.....		1
Twenty Second Street.....		1
Twenty First Street.....	2	
Twenty Third Street.....	2	
Twenty Fourth Street.....	4	3



# No Injury Accidents (continued)

<u>Location</u>	<u>1-72 to 12-31-72</u>	<u>1-72 to 10-30-73</u>
Twenty Fourth & 1st S.P. Parking.....	1	
Twenty Eighth Street.....	1	3
Twenty Sixth Street.....		1
Thirtieth Street.....		1

## Injury Accidents

<u>Location</u>	<u>1-72 to 12-31-73</u>	<u>1-72 to 1-30-73</u>
Airport Road & Highway 46.....	1	
Bolen Drive & Gates Court.....	2	
Capitol Hill Drive & Creston Road.....	1	1
Chestnut & 16th.....	1	
Country Club Drive.....	1	
Creston Road & Golden Hill Road.....	1	
Creston Road & Walnut.....		1
Goldenhill Road & Highway 46.....		1
Hospital Access Road & 15th.....		2
Oak Street - middle of block.....		1
Olive & 13th.....		2
Park & 10th.....		1
Park & 21st.....	2	2
Paso Robles School-rear of Gym.....	1	
Paso Robles & 10th.....		1
Paso Robles & 13th.....	1	
Pine & 13th.....	1	
Pine & 14th.....	1	
Pine & 16th.....	1	
Pine & 21st.....	2	
Riverside & 13th.....	1	5
Riverside & 16th.....	1	3
Spring.....	1	
Spring - 500 Block.....	2	
Spring - 900 Block.....	2	
Spring & 4th.....	1	
Spring & 6th.....	1	
Spring & 8th.....		1
Spring & 10th.....	2	
Spring & 12th.....		2
Spring & 14th.....		1
Spring & 17th.....		1
Spring & 18th.....		1
Spring & 19th.....	1	
Spring & 20th.....		1

## Injury Accidents (continued).

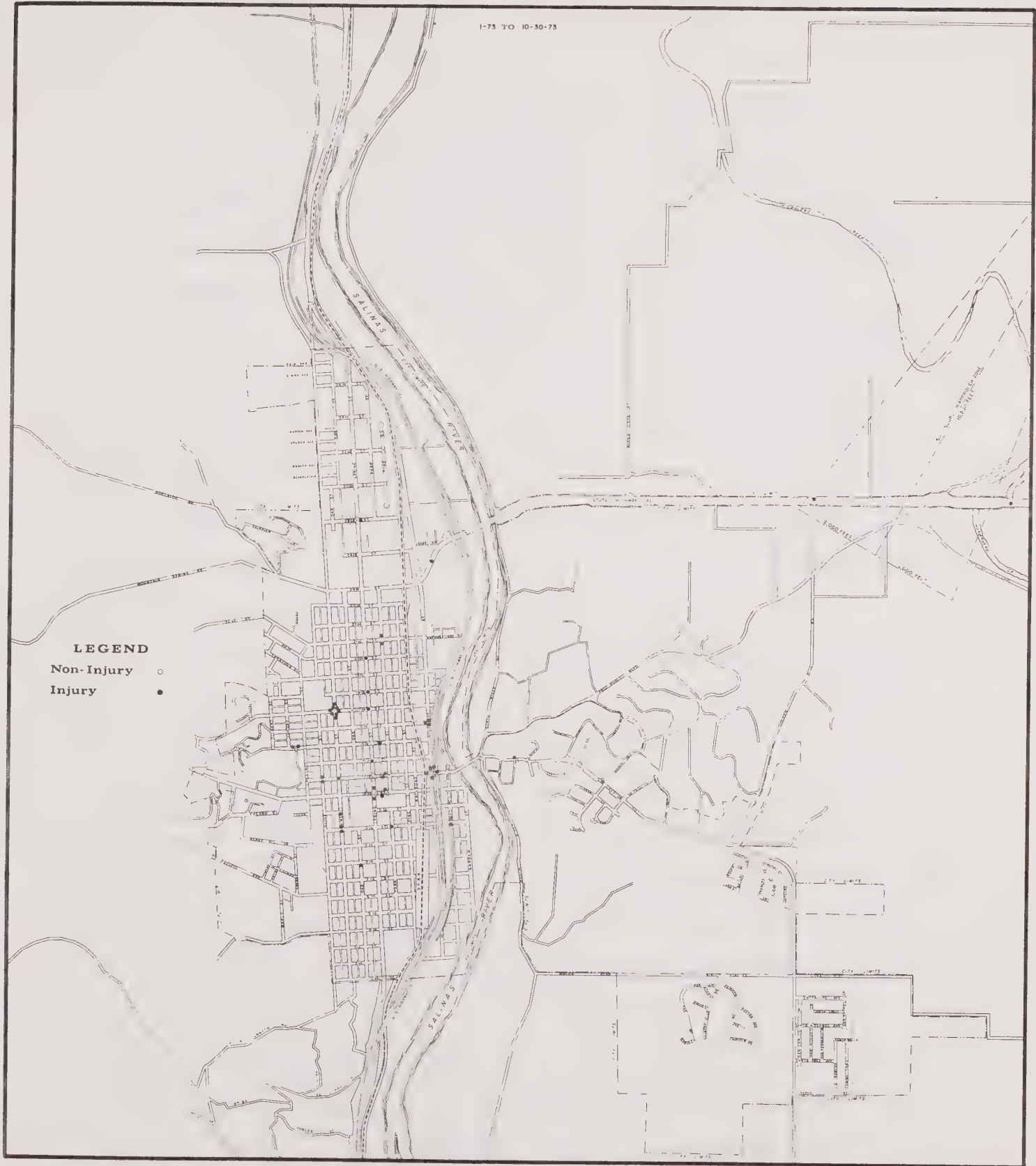
<u>Location</u>	<u>1-72 to 12-31-72</u>	<u>1-73 to 10-30-73</u>
Spring & 24th.....	1	
Spring & 28th.....	5	1
Unnamed Access & 26th.....	1	
Unnamed Access & 34th.....	1	
Vine & 2nd.....	1	
Vine & 10th.....		2
Vine & 11th.....		1
Vine & 13th.....		1
Vine & 17th.....		8
12th Street.....		2
13th Street.....	1	2
15th Street.....		1
16th.....	1	
21st Street.....	1	
23rd Street.....	1	
24th Street - 1100 Block.....	1	1
24th & Highway 101.....	1	

The above tables should be compared with the intensity of daily traffic as illustrated previously because they are inter-dependent. The number of accidents and their location does not mean too much by itself without being compared to the traffic intensity. However, by transposition of the daily traffic, the accident location can help to determine the cause of trouble spots and make it possible to find a remedy.

However, it should be noted that high intensity of traffic is not necessarily a major cause of accidents. Street design is responsible more often for traffic accidents than the degree of traffic intensity. Frequency of street intersections, for example, are more often responsible for accidents than the intensity of traffic itself.

Statistically it has been established that the number of accidents is in direct proportion to the number of street intersections. Therefore it is concluded that: Frequency of intersections

# ACCIDENT LOCATIONS



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combined with the intensity of traffic is the main cause of the majority of accidents.

Reduction of accident hazards is one of utmost importance in the Circulation Plan since such reduction depends on street design. Special attention should be paid to future street patterns as well as to the improvement of existing street design by the intensification of a reasonable traffic control system. "Accenting any "reasonable" means to avoid excessive traffic controls and speed limitations used by some cities as a means to collect fines. Unreasonable or excessive traffic controls can exercise a negative effect on circulation and contribute to the potential of accident hazards. In addition to traffic controls, the present system can be improved by other methods such as making cul-de-sacs or dead-end streets using detours, or one-way circulation.

Nearly 25% of the accidents in El Paso de Robles during 1973 occurred on Spring Street, with Pine Street, Oak Street and Vine Street as well as Riverside running close behind. This happened as a result of: (a) Intensity of traffic, and (b) frequency of intersections - most of the intersections in the older section of the area are at three hundred (300) foot intervals. It is unfortunate that most of these intersections are cross-intersections which is a considerable factor in the number of accidents recorded throughout the City.

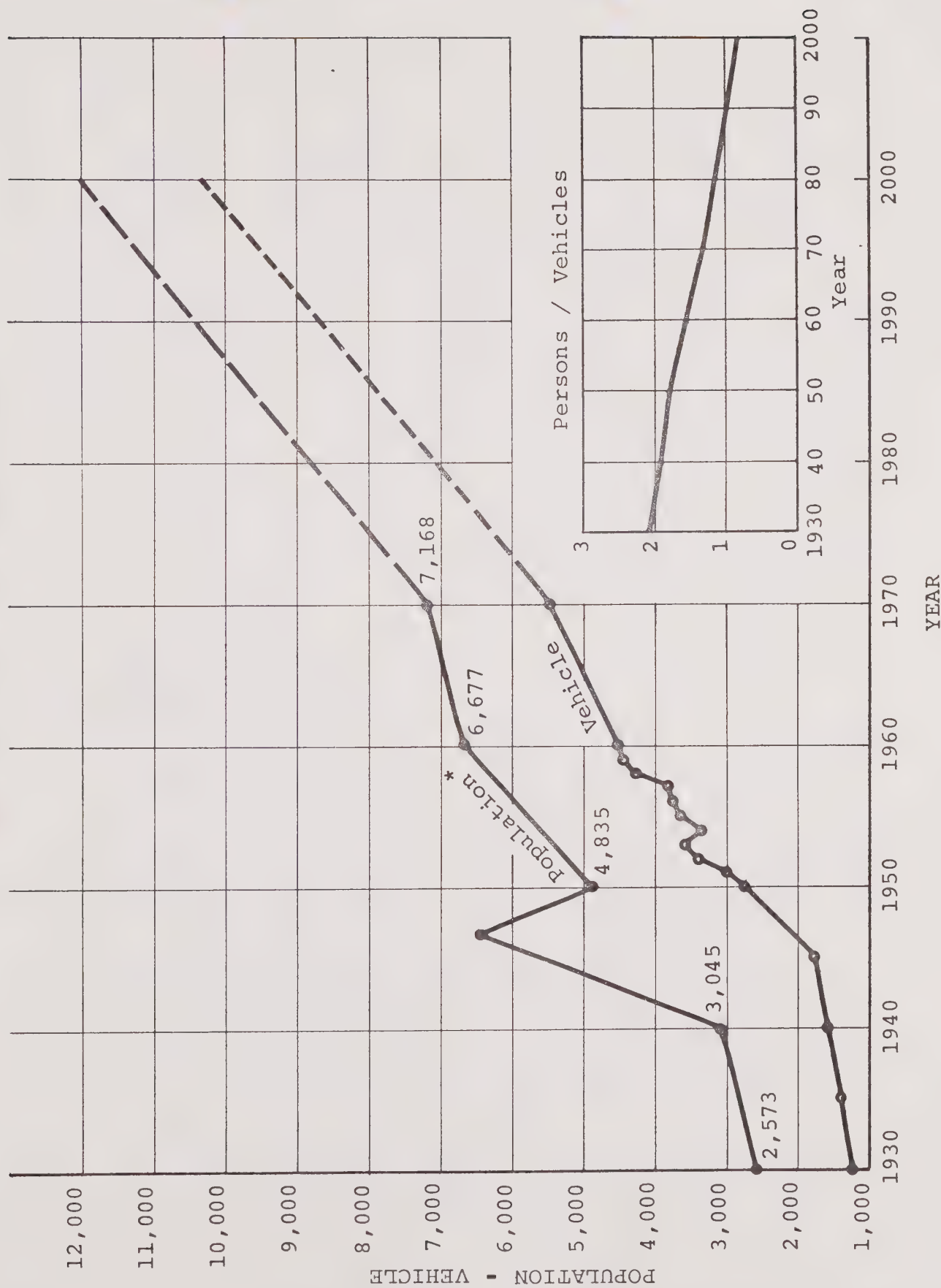
#### Motor Vehicle Registration

Motor vehicle registration is showing a steady increase from year to year; not only following the rate of population growth, but by surpassing it as shown in the vehicle growth per capita rate.

(See graph -- page 30)



# Population and Motor Vehicle Registration El Paso de Robles



\* Median Projection





For example, in 1960 there were 0.5 vehicles per person; in the statistics for 1970 it indicates 0.8 vehicles per person.

If the automobile ownership continues to grow at the present rate, there will be over 10,000 vehicles in the City by the year 2000 - or an increase of about 100% over the existing number of registered vehicles in the City.

Due to the projected increase in the number of vehicles, it can be expected that a similar increase in traffic flow will occur on major traffic generators, especially along Spring Street, Twenty Fourth Street and Thirteenth Street. Such an increase will not be critical for the majority of streets but some additional improvements will be required especially in the Central Business District Area adjacent to Spring Street.

#### Other Transportation Facilities

In addition to motor vehicle circulation, which is considered to be a major means of transportation within the El Paso de Robles Planning Area, there are other auxiliary means such as the railroad and regular bus lines connecting El Paso de Robles with other areas in the State. The Southern Pacific Railroad, for instance, is a very important means of communication used for transportation of goods in and out of the El Paso de Robles Area. Actually it is widely used for transportation of agricultural products and other commodities out and into the Planning Area.

In addition to the railroad usage for outside communication, El Paso de Robles is served by the regularly scheduled Greyhound Bus Lines primarily used as an inter-urban transportation means. The other means of transportation which will become increasingly

important is the El Paso de Robles Airport located in the north-easterly portion of the Planning Area. It is conveniently connected to the local road system - Airport Road and Highway 46. This airport serves scheduled air lines as well as general air craft traffic. A wide range of air communications as well as services are available at the El Paso de Robles Airport.

## THE CIRCULATION PLAN

### General

With the background of basic information on existing street conditions, signalization, traffic flow, and accidents as well as other basic information along with the previously outlined objectives, principles and standards, a reasonable and comprehensive Circulation System can be established.

These should be harmoniously incorporated within the framework of the Community Goals regarding proposed land uses as well as the recognition of the network of existing streets.

Improvements to the existing street pattern will be recommended as well as proposed new roads in areas into which the City may grow. In general, the plan points out the methods to serve traffic and traffic generators, based on the economic growth expected in the next twenty-five (25) years. Furthermore, the plan can be thought of as a skeletal outline of the existing and future community.

The Circulation Element of the El Paso de Robles Planning Area should be designed in accordance with "the Principles and Standards" as set out previously, in order to make provision for future volumes of traffic and to handle them efficiently with minimum interruption and delay.

Following these principles the system should be designed as a system of arterial rings surrounding traffic generators as stated in the General Objectives, page 2. Within the secondary system of "rings" or collectors are the streets which directly serve the specific uses in each neighborhood. The streets and highways in the El Paso de Robles Planning Area are divided into five categories according to

(

their traffic carrying functions and their designations as recommended by the Standards and Objectives. The primary and secondary "ring" system are composed of arterial streets both City and County and the State Highways. Collector streets, at least in theory, transfer traffic from generators to the primary systems and serve the working, commercial and residential areas within the "rings".

The five categories of streets and highways in the El Paso de Robles Area are the Freeway, State Highway, arterial streets, or majors, both City and County, collector streets, both City and County, minor or minor or locale streets and roads and scenic roads. Freeways and State Highways are the primary responsibility of the California Division of Highways and as such, their geometric design in cross sections are largely determined by that agency.

After the construction of the Freeway U.S. 101 paralleling the Salinas River and bisecting the City, the original Highway 101, Spring Street, was relinquished to local jurisdiction and incorporated into the local arterial street system; the Freeway has affected the original traffic pattern considerably changing the type of traffic and temporarily reduced the traffic flow on Spring Street particularly through the Business District Area. However, because of tourist and transit facilities including motels, restaurants, the traffic flow has been substantial (8,500 cars daily).

In general, all categories of streets within the City Limits except U. S. Freeway 101 and State Highway Route 46, are the responsibility of the City, including the Select System receiving funds as authorized by the Collier-Unruh Local Transportation Development Act of 1963



## THE PLAN

The map entitled "Circulation Plan" portrays all of the essential elements of the Plan. It shows streets that are designated as arterials, both City streets and County roads, and also collector streets in both areas. It also shows extensions of such streets and suggested routes for important new streets. Important recommendation on the Plan is the continuation of Highway 46, at the southerly end of the Planning Area, in an easterly direction across the U.S. Freeway 101, Salinas River and swinging around Sherwood Acres and following a northerly route to the intersection of the present Airport Road. (See Plan, Page 46.)

### Arterial Streets and Roads (Majors)

Arterial streets and roads as defined previously, are considered as the primary network in the entire Circulation System, which connect the various high traffic generators of the entire Planning Area. It is recommended that they should be designed as wide-two-lane facilities outside of the City Area and four-lane facilities within the City. If they are not four-lane at present they should be planned for such widening in the future.

The following existing streets within the Planning Area are now, or have been proposed, to serve as the arterials because of their importance in relation to the areas they serve, their basic alignment design and their future and present traffic volumes. Extensions of major streets are shown in dashed lines and existing streets in solid lines.

ARTERIAL STREETS

MAJORS

<u>Street Name</u>	<u>Location</u>	<u>Present Right-of-Way &amp; Pavement Width</u>
Spring Street	From U.S. 101 Intersection on the north to First Street on the south	80/52
Riverside Avenue	From 24th Street on the north to its southern terminus	80/40
Thirteenth Street	From Vine Street to Creston Road	80/51
Twenty Fourth Street	From Mt. Spring Road to State Route #46	80/34-46 & 50
Adelaida Road	From Nacimiento Drive easterly	
Mountain Spring Road	Entire length in Planning Area	80/28 Portion
Nacimiento Drive	To the intersection with Adelaida Road	
North & South River Road (also Scenic Road)	Entire length in Planning Area	60/20
Templeton-Creston Road	Entire length in Planning Area	60/20
Charolais Road	From South River Road and eventually from U.S. #101 to Creston Road	60/18-23
Creston Road	Entire length	60/40
Niblick Road - Linne Road	From First Street across U.S. 101 and river and in future extend to Linne Road and to easterly side of area and to extension of Jardine Road	60-80/47

Paso Robles Blvd.	From North River Road to Golden Hill Road	60/24
Airport Road	For its entire length	60/28-33-23
Dry Creek Road	From Jardine Road to easterly limits of area and then extend westerly across river and U.S. 101 to San Ignacio Road at Nacimiento Drive	60/15
Jardine Road	Entire length in Planning Area	60/23
Wellsona-Switch Road	From U.S. 101 to Jardine Road	60/25
San Marcos Road	Entire length in Planning Area	60/23
El Pomar Drive	Entire length in Planning Area	
San Ignacio (also a Scenic Road)	Entire length in Planning Area	

Not all of the above streets are improved adequately to the recommended standards. Those streets which are indicated as sub-standard as to right-of-way and/or pavement width as indicated in the existing street system map should be brought up to recommended standards.

#### Collector Streets

Secondary circulation system consisting of collector streets will be required in each new residential neighborhood to drain traffic from the minor streets and to provide easy access to commercial areas, employment areas, school and arterial streets. On the Circulation Plan Map the existing collectors are set out by solid lines within the Planning Area while the proposed collectors

are shown as dashed lines. While most collector streets are not shown as curved streets when actual development occurs on the proposed streets it is felt that a curved alignment on this category of streets would be more desirable in order to discourage major through-traffic movement and to serve a greater area of the neighborhood. However, the established City-County road pattern must be recognized as an inherited fact and in many areas it is going to be difficult to curve the streets because of existing portions of streets which are already in existence.

Existing streets designated as collectors within the El Paso de Robles Area are as follows:

<u>Street</u>	<u>Location</u>	<u>Present Right-of-Way &amp; Pavement Width</u>
Vine Street	For entire length and extend to extension of Dry Creek Road	80/50
Pine Street	From 21st Street to southerly end	80/50
Pacific Avenue & Sixth Street	Entire length of Planning Area	60/20
Fresno Street	From Pacific Avenue to Pine Street	80/30
17th Street	From Filbert to Spring Street	80/50
18th Street	From Filbert to Spring Street	80/50
Filbert	From 17th to 18th Streets	60/30
21st Street	From Vine to Riverside	80/48-50
Stockdale Road	Entire length	60/25
Bethel Road	South limits of Area to State Route #46	60/20



Collectors (continued)

Linne-Templeton Road	From Santa Isabela to limits of Planning Area	60/18
North Trigo Lane & Walnut	From Creston Road to Paso Robles Blvd.	60/-
Buena Vista Road	From State Highway 46 to 1st turn	60/19
Experimental Station Road	All of most northerly portion	60/18
Paso Robles Blvd.	From Airport Road to Jardine	60/24
Adobe Church Road	All of existing road	60/15
Bolen Drive and extension in a loop back to Creston Road	Entire length	60/38 Extension 0/0
Scott Street and extension to City Limits	Entire length	60/34 Extension 0/0

Most of the above listed collectors which are in the City of Paso Robles are existing streets having required right-of-way widths of 80 feet and widths of 50 feet on those streets in the older portions of El Paso de Robles. Most of the collector streets located in the County area have 60 foot right-of-ways and varying pavement widths from 18 to 30 feet which are somewhat below collector street standards. Those existing or new streets designated collectors which are located inside or outside of the City should be designed according to the required standards in the future.

New collector streets which are proposed are shown on the Plan in dashed lines and are as follows:

<u>Street Name</u>	<u>Location</u>	<u>Present Right-of-Way &amp; Pavement Width</u>
Wellsona-Switch Road	Westerly of Freeway	Dirt
Adobe Church Road (extend)	Westerly of end of Adobe Church Road to Buena Vista Road extension	0/0
Experimental Station Road (extend)	Westerly of northerly most section of this road to North River Road	0/0
New Road	Golden Hill Road to extension of Airport Road	0/0
Union Road	From Highway 46 to exten- sion of Jardine Road	-/25-31
Buena Vista Road	Extend northerly to Wellsona Switch Road	
Linne-Templeton Road	Westerly portion within Planning Area	40/16 Surface Dirt
Meadowlark Road	From Creston Road to proposed Highway 46	40/Dirt
Tower Road	From Airport Road to Jardine Road	

It is recommended that, wherever additional or new right-of-way has to be acquired in order to bring the streets up to appropriate standards or install proposed new streets, the right-of-way should be acquired as soon as possible in order to avoid rising land costs. Some of the right-of-ways and some of the improvements can of course be constructed at such time as development occurs in the area with the developer contributing all or a portion of the proposed development and improvement.

## Local Streets

This category is not specifically identified in the Circulation Plan; however, it should be noted that the design of the local streets has a very important influence on the circulation system in general. As outlined previously, in the chapter setting out the "Principles and Standards", they provide a permanent framework for buildings and landscaping. Being the base of the urban structure, the network of minor streets in serving abutting property, contributes a great deal to the atmosphere of the physical environment in which people live.

Innovative methods applied in modern planning make the minor street design functionally dependant on a reasonable layout of buildings in combination with the landscaping, recreation, parking and other amenities accompanying development. It is just the opposite when compared to the older methods based on a grid pattern design for local streets, which uniformly predetermined future building sites on a very strict and rigid base of monotonously subdivided lots.

Innovative solutions make street patterns more flexible and more adaptable to the site, using cul-de-sacs, loop streets, curved streets, small plazas, etc.

Extension of State Highway 46 is proposed at the southerly end of the City at its connection with U. S. Highway 101. It is proposed to extend the State Highway 46 across the Freeway across the railroad tracks and the Salinas River generally in alignment with the Airport Boulevard and then swing northerly to the intersection of Highway 46 and Airport Boulevard. Of the several alternate designs

proposed this seems to be a logical highway facility which can conveniently serve the travelling public as well as to be of considerable service to the residents of the Planning Area.

#### Scenic Roads

Scenic roads as described earlier in "General Objectives" of the Circulation Element, are certain designated roads which, in addition to their functional use as a traffic carrying facility are specially designed to protect the aesthetic values and increase the enjoyment of driving due to protection of their scenic value. They are designed not only for service of the local population but also for the visitor, recreationist and cultural pursuits in the general public interest.

This is the reason that scenic roads of El Paso de Robles Planning Area should be included in the County-wide scenic system of scenic routes and highways, and should be entitled to take advantage of the benefits of appropriate funding programs in accordance with the adopted "Scenic Highway Element" of the City and of the County General Plan. The Plan also includes proposed hiking, bicycle and equestrian paths or special areas on City streets and County roads as well as those equestrian trails, hiking trails and bicycle paths proposed in the Recreation and Wilderness Park in and along the Salinas River.

Both North and South River Roads, Mountain Springs Road, Santa Ysabel Road, San Ignacio Road and Nacimiento Drive are included as scenic roads.

#### Traffic Controls

Traffic controls such as signal controls, stop signs and yield



right-of-way signs should be used to guide, as well as control traffic movements. In the new areas it is recommended that good geometric design should be used in addition to signing. Curvilinear streets, "T" intersections, and varying street widths should be used as one method of contributing to traffic safety even more than traffic control devices.

In the established portions of the City, stop signs are being used to help delineate arterial, collector and minor streets. Arterial streets should have as few stop signs as possible along their entire length, but all cross streets should be provided with stop signs. Collectors should have few stop signs along their length. They should be spaced at a three-block minimum and erected only when the collector crosses an arterial or another collector. Local streets should have stop signs wherever they intersect an arterial, collector or at a point where the accident potential is high.

A traffic control system within the City Limits has been established by the Public Works Department with the approval of the City Council for future capital improvements.

If major traffic control problems arise on important arterials interferring with the County and City Roads Select System, the local Highway District or the County Road Department could be invited to assist in solving the problem by giving the necessary advice and help.

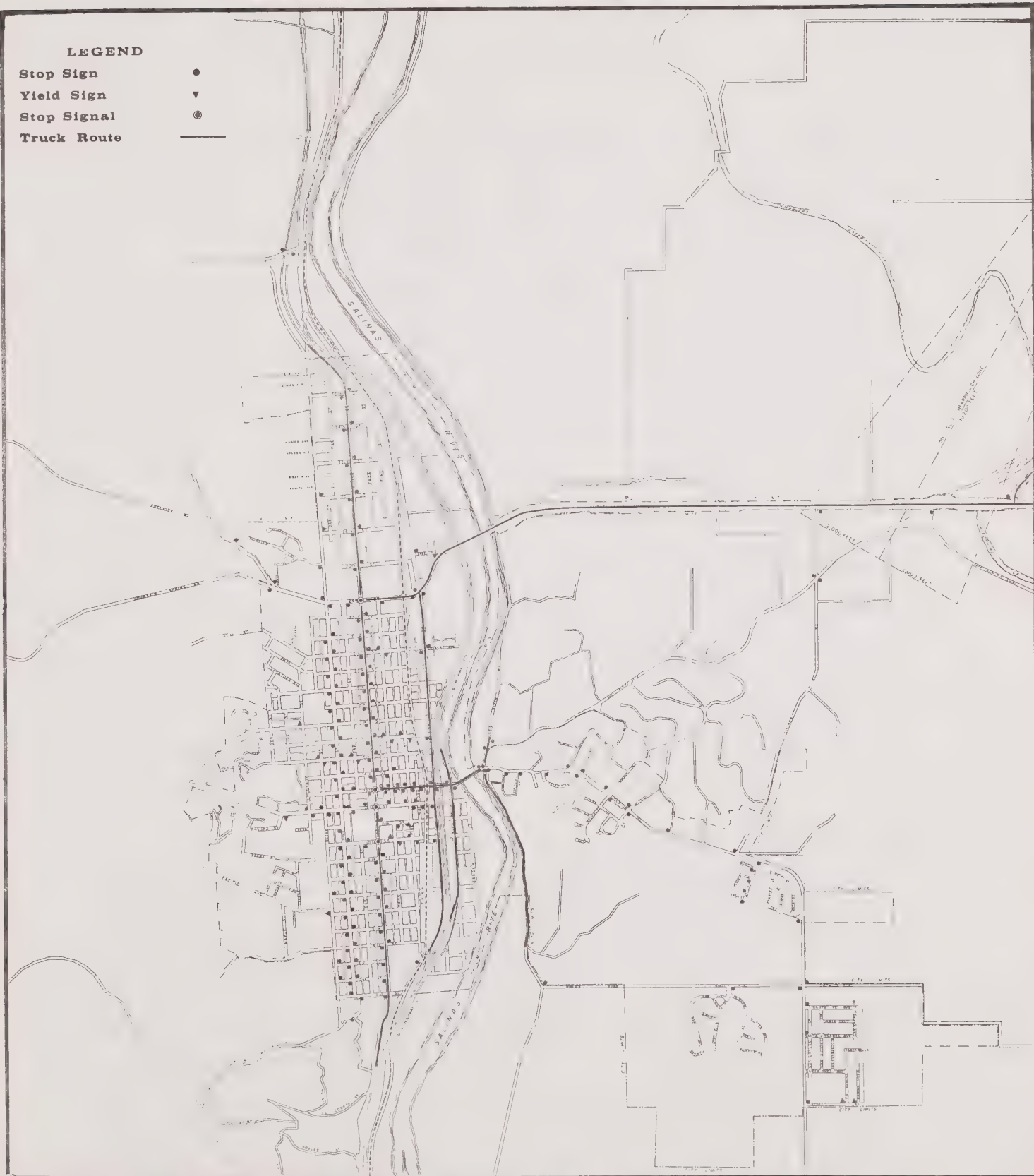
The exhibit entitled "Traffic Controls" (Page 44) contains an inventory of all stop signs and signals in the City. At the present time, there is no major problem regarding traffic controls, they should



# TRAFFIC CONTROLS

## LEGEND

Stop Sign  
Yield Sign  
Stop Signal  
Truck Route



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be periodically revised in order to keep pace with the increasing traffic problems within the City. (Page 44)

### Plan Lines

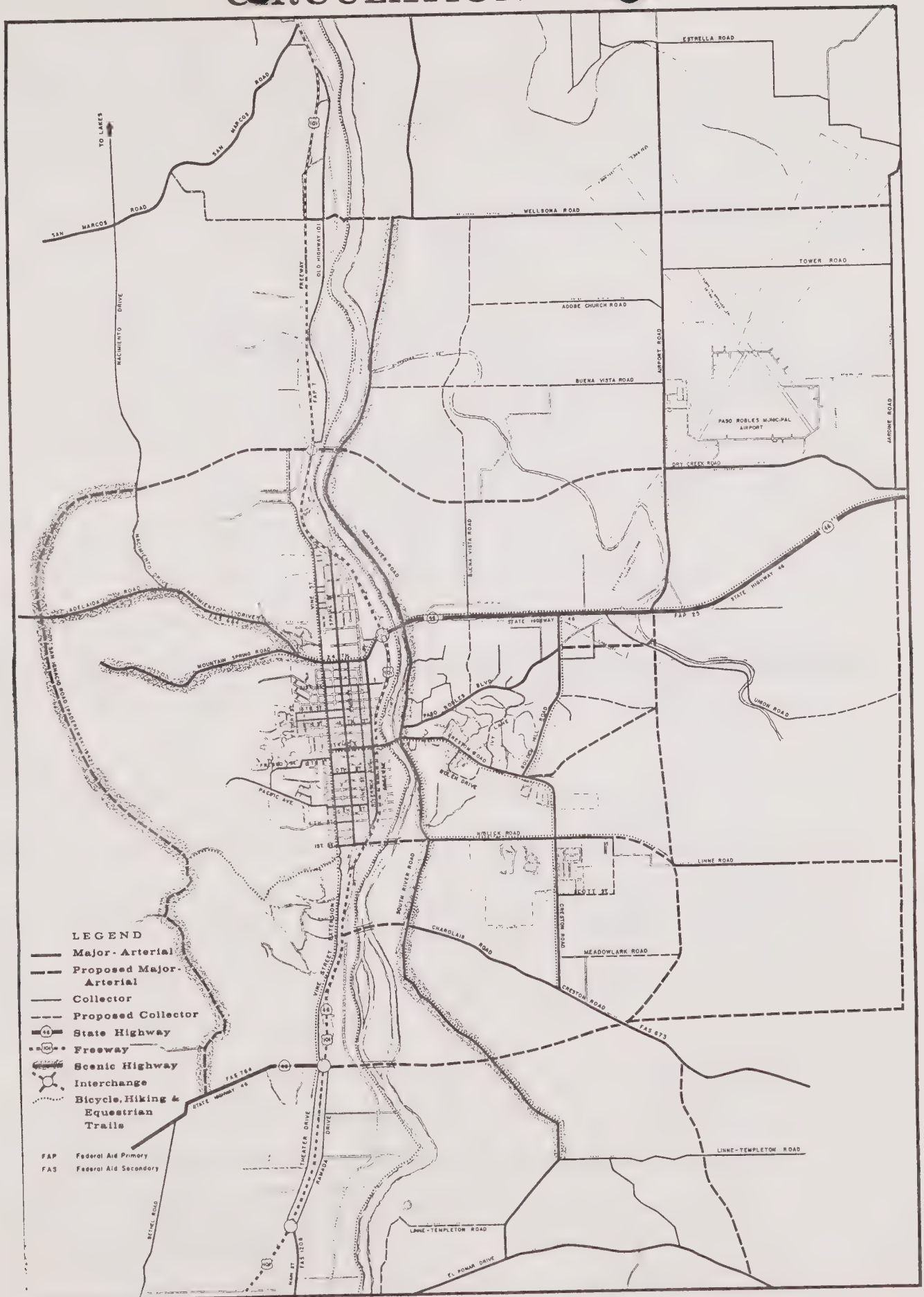
The Plan Line Ordinance is the most effective instrument for protecting necessary rights-of-way for future streets or street widening. Following is a summary of what is meant by "Plan Lines".

A Plan Line is a concrete expression, on the part of the governing body, to widen a street or intersection, or to put in a new street of a certain width. The Plan Line is a precise section of the General Plan for street improvement. Plan Lines are established by ordinance. After the ordinance takes effect, no new structures may be placed within the Plan Lines, within a reasonable number of years, unless approved by the City Council. A Plan Line Ordinance does not automatically establish a new right-of-way width. The property must still be purchased or condemned and the owners compensated, before improvements can be made. The Plan Lines establish new lines from which building setbacks are measured.

As was noted earlier, the City of El Paso de Robles was designed with streets of very wide rights-of-ways and the application of the "Plan Line Ordinance" should be very limited within the City. Looking at the plan such an application should take place only in the unincorporated area and a few of the existing streets in the steeper areas westerly of the City. On the easterly side within the City Limits some widening will be necessary on Creston Road, Niblick Road, Paso Robles Boulevard and Airport Road. These



# CIRCULATION PLAN



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streets which are designated as arterials will be in need of both additional right-of-way and pavement width. The protection of right-of-way will be required in two of the collector streets within the City Limits, namely, Scott Street and its extension and Bolen Drive and its extension.

#### Responsibility

The City or County, along with developers, will probably have to assume the primary responsibility for improving the existing important streets. An effort should be made to work out a cooperative arrangement for the development of new streets and improvement of existing ones designated as arterials.

Responsibility for developing new arterials should be shared between the owners of abutting property and the City or County. It is important that rights-of-way for these streets be protected as soon as possible and obtained as a part of the proposed development.

Development of new collector streets will mainly be the responsibility of the developer. The developer should assume full responsibility for the construction of all streets that fall within his subdivision. All improvements on or in the streets and easements should be constructed by the developer in accordance with the standards approved by the City.

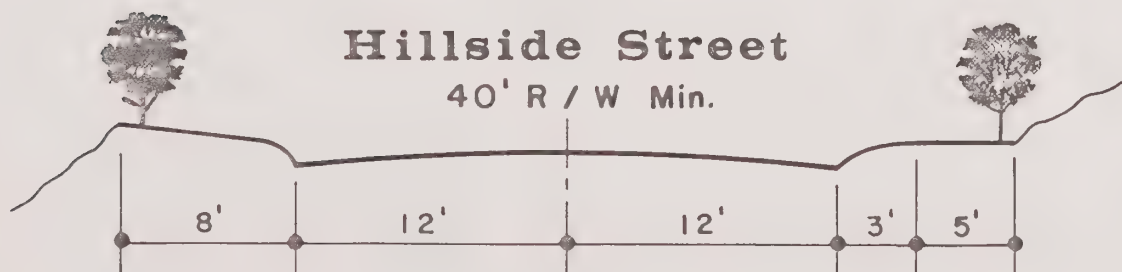
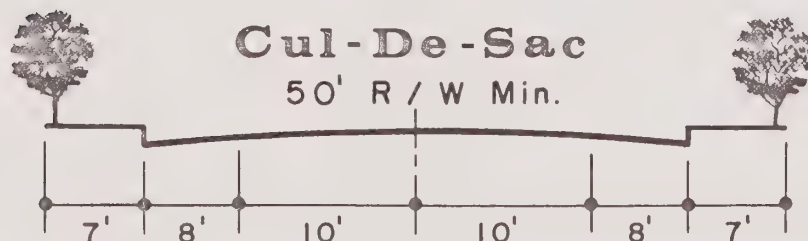
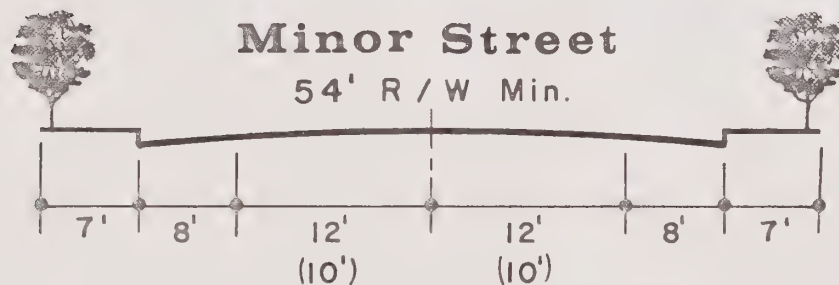
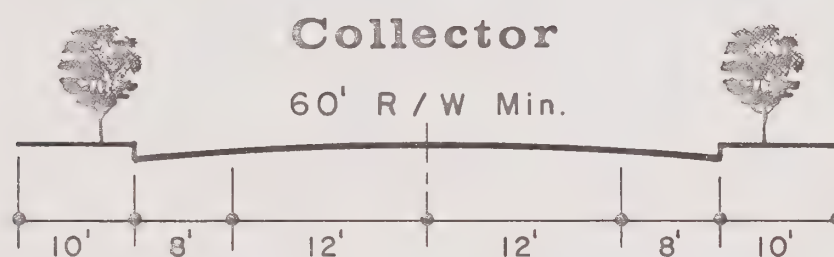
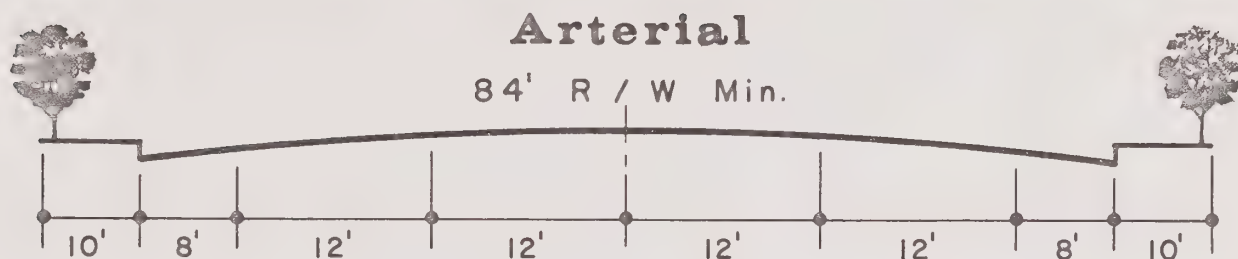
After completion of the streets by the developer all improved rights-of-way should be dedicated to the City, except possibly interior streets within a condominium development; thereafter all responsibility for further maintenance of dedicated streets and their upkeep passes to the City.

Responsibility for the appearance and care of non-dedicated easements incorporated within a subdivision remains in the hands of the property owners but with the condition of providing access for necessary repairs and maintenance on any installed utility lines or other dedicated improvements.

#### Street Sections

Standard street sections for major, secondary, local and hillside streets are shown on Page 49. It is recommended that all travel lanes be twelve (12) feet in width and that parking lanes be eight (8) feet wide. All City streets should have curbs, gutters and sidewalks, except hillside streets where an asphalt roll curb is proposed along with an asphalt or concrete pedestrian path is proposed on one side. The Planning Commission may under appropriate circumstances consider reduction of the right-of-way width of hillside streets when it is determined that due to its length or configuration the street could not be included in the Select System. A gutter should not be considered a part of the traffic lane when it is of contrasting color and texture and when used in connection with a barrier curb. This design rule should be kept in mind whenever a parking lane is converted to a traffic lane, in order to gain a greater capacity. When street sections, such as the ones proposed are used, the curb lane can easily be converted to a through lane by the removal of parking. Designated street sections shown on Page 49 are based on minimum standards applicable in economic and reasonable street planning. It has been mentioned several times that the City of El Paso de Robles was designed with unreasonably wide street patterns, which

# STREET SECTIONS







is expensive for improvements and maintenance; and consequently in property tax. It is expected that future developments will use the proposed standards to reduce improvement and maintenance costs for new housing areas.

## PLAN REVIEW

The Land Use and Circulation Element of the General Plan, as with all the Elements of the Plan, is a guide and a framework for the future development of the City of El Paso de Robles Planning Area. This and all other Elements must be periodically reviewed and updated to reflect the current trends of the economy, environment, and needs of the people. The Plan should be professionally reviewed every five years with a total in-depth review every ten years. The in-depth review would coincide with the 1980 Census and draw upon that extensive survey for basic data.

## IMPLEMENTATION OF THE PLAN

Section 65860 of the Government Code, as amended, provides that City Zoning must be consistent with the General Plan of the City or County. If zoning is proposed which is not consistent with the Land Use Element, consideration must be given to amending the General Plan prior to consideration of specific change in zoning.

The General Plan, should, of course, be followed and implemented unless very sound reasons for change can be brought forth.

Amortization of non-conforming uses over a reasonable period should also be considered by the City as a part of the program to implement the Land Use Element of the General Plan.

The Circulation Element can be implemented by establishing Official Plan Lines and by Capital Improvement Planning over the lifetime of the General Plan.





